

[REDACTED]

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**From:** system@acelo.com on behalf of Kevin and Freda Wright [REDACTED]  
**Sent:** Thursday, 18 October 2018 11:46 AM  
**To:** [REDACTED]  
**Subject:** Submission Details for Kevin and Freda Wright (comments)  
**Attachments:** 286300\_Letter\_ Kevin and Freda Wright\_ 08.10.18.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements:

Name: Kevin and Freda Wright  
Email: [REDACTED]@u

Address:  
[REDACTED]  
[REDACTED]  
[REDACTED]

Content:  
See attached.

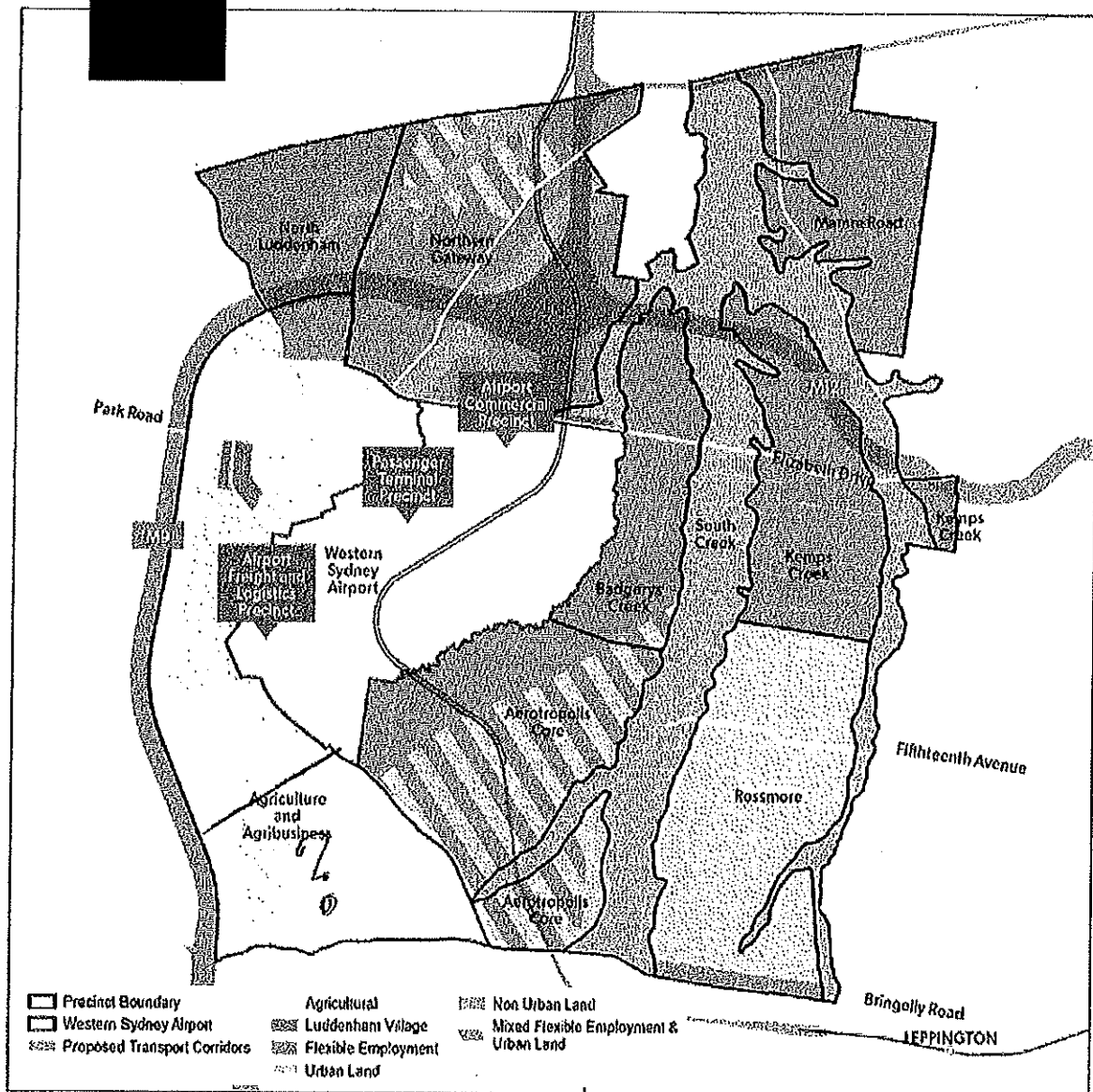
IP Address: - 141.243.33.161  
Submission: Online Submission from Kevin and Freda Wright (comments)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=286300](https://majorprojects.acelo.com/?action=view_activity&id=286300)

Submission for Job: #9552  
[https://majorprojects.acelo.com/?action=view\\_job&id=9552](https://majorprojects.acelo.com/?action=view_job&id=9552)

Site: #0  
[https://majorprojects.acelo.com/?action=view\\_site&id=0](https://majorprojects.acelo.com/?action=view_site&id=0)

1. Introduction

2. Methodology



I am concerned at the proposed site and area designated as "Agriculture and Agribusiness on the above map.

I have been a resident at [redacted] since [redacted] That is [redacted] years. In that time I have gained an intimate knowledge of the whole area which gives me a number of concerns on many fronts some of which are as follows.

The Southern Boundary appears to suggest that Greendale Road Bringelly would be that boundary. There is already a large Agricultural Business (LEPPINGTON PASTORAL COMPANY), toward the Southern end of the proposal which runs from The Northern Road just North of Dwyer Road through to Greendale Road.

I suggest that my option would make much more sense as an obvious choice in light of the following.

Firstly, I note that the Western boundary finishes at the proposed M9. This to me, someone with a somewhat agricultural background, does not make sense. Such a project is going to require a phenomenal amount of fresh water for vegetable, fruit and other production. An additional tax on the already strained Warragamba Dam Sydney Water Supply would be and should be totally out of the question. If not very careful, a brackish water supply may end up to be one of only two solutions to this problem. It would be nonsensical to consider that irrigation of vegetables and fruit, whether it be spray irrigation or hydroponic activities use saline water in this way. This I will explain in the following.

Pumping water from South Creek is out of the question as it has little more than a wet weather flow of water, which at the best of times would be vastly inadequate. Ground water in this general area is also very questionable. Unlike most other comparable situations across the world, this area is in a SEVERE rain shadow. Therefore the catchment area would have to be too great to make it a worthwhile solution. Subterranean water is also out of the question as salt water in a concentration similar to sea water is in a table less than six metres from the surface. If the bed of a dam is dug anywhere near this table (remember six metres), saline water seeps up through the terrane into the harvested water. Therefore a dam would be too shallow.

Two examples of this are:

1. When the brickworks on Greendale Road, formally known as Clark Kilns, excavated a large reasonably deep dam in the 1970'S, years before City Water was connected, they found that the ensuing brackish salt water stained the bricks to such a degree that it became an unviable water solution. They then had to employ a local water carrier to fulfil the needs of the brickworks. Please note that the soiled bricks were not the vegetables that are being suggested by this proposal.

2. In [REDACTED] a small dam was dug by an earlier local resident named [REDACTED]. He owned an old D6 Caterpillar Bulldozer which he used for this purpose. Before he reached a depth of halfway up his safety roll cage, he struck water. I was there observing the machine working at the time. He called me over to see the water rushing into the cavity. We both thought that it may have been an opportunity to sink a shallow bore so we tasted it and to our surprise it was as salty as the ocean. There have been two other attempts to my knowledge to sink bores to depths in excess of one hundred and eighty metres (180 metres) only to find that at that depth, they still remained within the saline table.

My alternate option is as follows :

On the opposite side of Greendale Road from LEPPINGTON PASTORAL COMPANY are two very large parcels of land already owned by the NSW State Government. The old Wolverton Dairy and the Wolverton Sheep research station.

To me the obvious solution would be to extend the Western Boundary of the Agribusiness all the way to the Nepean River which has a flow that would suffice the needs of the proposal.

If this were done, the ensuing Western area would be greatly increased to the extent that it would render a proposed Southern boundary, all the way to Greendale Road, Bringelly completely unnecessary.

This action would also greatly extend the Western area to allow aircraft to attain a height sufficient enough to keep disruption to surrounding areas to a minimum and increase the required amount of land required for such a project. It would also alleviate the problem of resuming hundreds of small properties in the area from LEPPINGTON PASTORAL COMPANY to Greendale Road Bringelly.

A resumption and acquisitions such as these would cost upwards of more than Two Billion Dollars in today's values then on top of this would be the added cost of clearing the many hundreds of homes and buildings to make way for the afore mentioned proposal.

To me it would make a much more sensible solution to leave the existing zoning as residential for the properties south of LEPPINGTON PASTORAL COMPANY except for a corridor of maybe three or four hundred metres deep along the Northern Road heading south to Bringelly. This would allow for the facilitation Hotels etc. to overlook the Airport and runways out of the sound zone as are around most other major Airports across the world. Businesses associated with the support of freight and passengers could also be facilitated along the corridor and by so doing reduce the crowding of such unsightly activities along the main thorough-fare to and from the Airport entrance proper.